

JULY NEWS LETTER

San Francisco, July 1, 1952

ALL P.F.E. EMPLOYES:

Carload perishable shipments originating on P.F.E. contract lines:

	1952			1951		
	<u>PFE Cars</u>	<u>Foreigns</u>	<u>Total</u>	<u>PFE Cars</u>	<u>Foreigns</u>	<u>Total</u>
May	26,960	1,839	28,799	29,797	2,883	32,680
June	33,830	5,506	39,336	31,127	5,599	36,726
Jan-June inc	170,989	18,489	189,478	167,376	26,062	193,438

Mr. Walter Hoffman, Counsel for the California Grape & Tree Fruit League, San Francisco, has written an article dealing with the handling of freight rate matters before the Interstate Commerce Commission. This is a very understandable explanation of the actual procedure followed in the instance of a rate increase requested by the rail carriers. Any of our people who may be interested in this phase of railroading will find it very instructive. We will be glad to send a copy to anyone requesting it. Just drop us a note asking for the pamphlet "Freight Rates and Charges".

ELECTRIC AIR CIRCULATING FANS in our new cars: Some inquiries have been received concerning the fans now being installed in P.F.E. cars. They consist of a single electric alternator or generator operating from the car wheel, power from which drives three electric fans located at the top of each bunker bulkhead - 6 fans to each car. The Preco people who manufacture these fans for us have reprinted an article from the Railway Age which describes the fans and our new cars in considerable detail. A copy is attached. In addition, a special electric fan circular has been distributed by the Preco Company listing parts, etc., which should be in the hands of our car shop forces and others by this time.

San Francisco, July 1, 1932

ALL P. F. L. EMPLOYEES:

Carload portable equipment originating on P. F. L. contract

lines:

	1931			1932		
	P. F. L. Cars	Foreigners	Total	P. F. L. Cars	Foreigners	Total
May	25,000	1,839	26,839	28,799	2,883	31,682
June	33,810	2,506	36,316	31,127	2,599	33,726
January - June	170,982	13,409	184,391	167,370	20,062	187,432

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fruit League, San Francisco, has written an article dealing with the handling of freight rate matters before the Interstate Commerce Commission. This is a very understandable explanation of the actual procedure followed in the instance of a rate increase requested by the rail carriers. Any of our people who may be interested in this phase of railroading will find it very instructive. We will be glad to send a copy to anyone requesting it. Just drop us a note asking for the pamphlet "Freight Rates and Charges".

ELECTRIC AIR CIRCULATING FANS in our new cars: Some inquiries have been received concerning the fans now being installed in P. F. L. cars. They consist of a single electric alternator or generator operating from the car wheel, power from which drives three electric fans located at the top of each bunker bulkhead - 6 fans to each car. The Fresno people who manufacture these fans for us have reprinted an article from the Railway Age which describes the fans and our new cars in considerable detail. A copy is attached. In addition, a special electric fan circular has been distributed by the Fresno Company listing parts, etc., which should be in the hands of our car shop forces and others by this time.

We feel certain these fans will provide a more reliable operation with greatly reduced maintenance as compared with the old under-floor fans now discontinued. The volume of air circulated remains substantially the same.

MECHANICAL REFRIGERATION: Orders have been placed with Frigidaire (General Motors) and The Trane Company, for a total of 25 mechanical refrigeration units to be installed in large superinsulated cars at Roseville. As the details of design and layout will not be completed for several weeks no further information can be given at this time, however, it is expected delivery will be made about the first of the year or shortly thereafter.

A new printed Clerical Agreement (effective June 1, 1952) is now being distributed and all offices and clerical forces should receive copies shortly.

CROP CONDITIONS: Potato shipments in the western Idaho District are expected to start the second week in July at rate of 25 daily and increase to about 75 daily the following week. At present we are loading cherries in both Utah and Idaho. Harvesting of green peas in Western Idaho continues. A few cars of apricots are being loaded in Southern Utah and the harvesting of this fruit in northern Utah will fall in with completion of the cherry loading. Potato planting in eastern Wyoming and western Nebraska areas is just about completed with acreage about the same as last year.

We are just moving into the heavy cantaloup deal at Phoenix. Yuma Valley cantaloups are about finished. Vegetable shipments continue heavy off the Coast, and West Side cantaloup deal (San Joaquin

July 15

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Valley peaches will be starting right after the 4th. Plums are now moving and apples are expected to start from the Northwestern Pacific next week. The latter part of July some pears should move off the Sacramento River area. Heavy movement in August. Bakersfield potatoes are still moving and about 100 cars a day are being shipped from the Chino area, out of Colton.

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CAR SITUATION: As anticipated, June loading was very heavy, amounting to 39,336 cars, an increase of 10,537 cars over previous month and an increase of 2610 over June last year. While at times during the month the car situation was very tight in some sections, close car distribution, good shop performance and consistent cooperation of the railroads in moving cars promptly and as directed enabled us to meet requirements without shortage. With good eastbound tide of PFE cars due to heavy loading in June we can expect good return of our cars, which together with foreigners to be developed from unloads and some small foreign assistance with empties if needed, should enable us to protect July requirements without undue difficulty. While no trouble is expected, complacency must be guarded against as loading estimates give every indication of sustained heavy loading through October.

K. V. Plummer

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